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## GEOGRAPHICAL PUBLICATIONS

(Reviews and Titles of Books, Papers, and Maps)

For key to classification see "Explanatory Note" in Vol. II, pp. 77-81

### NORTH AMERICA

#### ALASKA

PARKER, G. H. **The fur-seals of the Pribilof Islands.** Maps, ills. *Scientific Monthly*, Vol. 4, 1917, No. 5, pp. 385-409.

In this clear account of the fur seals of the Pribilof Islands Professor H. G. Parker emphasizes not only the financial gain which the United States has already received from these animals but the prospect of a large and continuous revenue from them for an indefinite future. Thus the amount of legislation and controversy which the seals have occasioned is justified by their importance. Three herds of fur seals breed in the North Pacific. The smaller herd is under the care of Japan, the next, which breed on the Commander Islands west of the Aleutian chain, is controlled by Russia, but by far the largest herd is that which breeds on the Pribilof Islands under the management of the United States. The breeding season is the one time of year when careful observations can be made of the fur seal's habits. In the spring the mature males repair to certain spots on the beach to await the coming of the females. By the middle of June the latter begin to arrive. Within a few days of her arrival the female gives birth to a single "pup" and shortly after is impregnated by the bull. It is calculated therefore that the period during which the young are carried must be a year less about a week. Since each male, or bull, maintains a harem of about forty females, it is obvious that there must be an excess of males. These form a disturbing element which can be removed without loss to the herd. Their pelts are in the most marketable condition at three years. Professor Parker therefore recommends that a certain part, calculated at 8 per cent, of the three-year-old bachelors be retained and the others be killed. The present law forbids the killing of these males until after the season of 1917 and then an annual reserve is to be made of not fewer than 5,000, evidently a less scientific arrangement than that of reserving a certain percentage of the herd. Killing in the open sea, now suspended by treaty between the United States, Great Britain, Russia, and Japan, is utterly condemned. In pelagic sealing great numbers of females are killed whose pups die subsequently of starvation. The bodies of many of those killed at sea are lost. From these causes an enormous waste occurs without any corresponding benefit.

R. H. JONES

— **Alaska, Report on the work of the Bureau of Education for the natives of, 1914-15.** 85 pp.; map, ills. *Bur. of Education Bull.*, 1916, No. 47. Dept. of the Interior, Washington, D. C., 1917. [The sections on the reindeer service are referred to in a note in the *July Review*, Vol. 4, 1917, p. 55. See also previous report, *Geogr. Rev.*, Vol. 1, 1916, p. 228.]

— **Alaska (United States Coast Pilot). Part II: Yakutat Bay to Arctic Ocean.** 303 pp.; index. *U. S. Coast and Geodetic Survey Serial No. 34.* Washington, D. C., 1916.

— **Alaska's New Railway.** Ills. *Natl. Geogr. Mag.*, Vol. 28, 1915, No. 6, pp. 567-589.

ANDREWS, C. L. **Alaska under the Russians: Baranof, the builder.** *Washington Hist. Quart.*, Vol. 7, 1916, No. 3, pp. 202-216.

ANDREWS, C. L. **Alaska under the Russians: Industry, trade, and social life.** *Washington Hist. Quart.*, Vol. 7, 1916, No. 4, pp. 278-295.

AUER, H. A. **Camp fires in the Yukon.** x and 204 pp.; maps, ills. Stewart & Kidd Co., Cincinnati, 1916. \$1.75. 8½ x 5½. [A record of "the writer's experiences and observations as a hunter of big game in the Yukon just as they happened day by day and set down in my [his] diary at the time the events narrated transpired." The route lay from the end of the railroad at Whitehorse west along the landward side of the St. Elias Range.]

BROOKS, A. H., AND OTHERS. **Mineral resources of Alaska: Report on progress of investigations in 1915.** 279 and x pp.; maps, diagrs., index. *U. S. Geol. Survey Bull.* 642. Washington, D. C., 1916.

CAPPS, S. R. **A game country without rival in America: The proposed Mount McKinley National Park.** Map, diagrs., ills. *Natl. Geogr. Mag.*, Vol. 31, 1917, No. 1, pp. 69-84. [An informing description of the scenery and wild life in this proposed Alaskan national park.]

CAPPS, S. R. **The Chisana-White River district, Alaska.** 130 pp.; maps, diagrs., ills., index. *U. S. Geol. Survey Bull.* 630. Washington, D. C., 1916. [From a geographic viewpoint this report on a region adjoining the Alaska-Yukon boundary line east of Mt. Wrangell is interesting chiefly on account of a section on the influence of rock types on topography and also for a section on vegetation. The latter is accompanied by a useful map showing the distribution of timber, chiefly in belts along the valley floors.]

CLAXTON, P. P. **Alaskan conditions.** *Rept. of the 33rd Ann. Lake Mohonk Conference on the Indian and Other Dependent Peoples*, Oct. 20, 21, and 22, 1915, pp. 76-81.

COLBERT, L. O., AND J. A. DANIELS. **Wire-drag work in Alaska.** 31 pp.; maps, diagrs., ills. *U. S. Coast and Geodetic Survey Special Publ. No. 34.* Washington, D. C., 1916. [Deals with the new method of detecting submerged rocks and other inconspicuous dangers to navigation which escape discovery by the usual methods of surveying.]

CRANE, W. R. **Transportation problems in Alaska.** ills. *Official Proc. Richmond Railroad Club*, Vol. 15, 1916, No. 3, pp. 4-29 (discussion, pp. 26-29).

CUNNINGHAM, AUSTIN. **Brave deeds of our Arctic Signal Corps.** ills. *Red Cross Mag.*, Vol. 12, 1917, No. 3, pp. 90-97. [Alaska.]

EAKIN, H. M. **The Quaternary history of central Alaska.** *Journ. Washington Acad. of Sci.*, Vol. 7, 1917, No. 3, p. 81. [Abstract of paper read at the meeting of the Geological Society of Washington, Nov. 22, 1916.]

ELLIS, CARLYLE. **Some American glaciers: Alaska and the northwest coast furnish varied specimens.** ills. *Scientific American Suppl.*, No. 2104, Vol. 81, 1916, Apr. 29, pp. 280-281. [Including the Valdez Glacier that has figured largely in human geography because of providing a route for the Klondike trail of 1898.]

EMMONS, G. T. **The whale house of the Chilkat.** Diagr., ills. *Amer. Museum Journ.*, Vol. 16, 1916, No. 7, pp. 451-464.

## CANADA

### Ontario, Quebec

CUMBERLAND, BARLOW. **A century of sail and steam on the Niagara River.** xvi and 198 pp.; diagrs., ills., index. The Musson Book Company, Ltd., Toronto, 1913. \$1.50. 9½ x 6½.

Of interest to those who dwell or travel along the Niagara River or who have had some share in the development of its traffic. Apart from a few historical references, the book is almost entirely a record of the successive eras of travel on the river; first, a story of canoes and sailing craft, then an era of steam, this in turn followed by a period of decadence of river traffic when rail transportation offered a strenuous competition, and finally the inauguration of a new period of activity and success under the Niagara Navigation Company. It is a history of boats more than of trade as is clearly shown in the chapter, "On the Upper Lakes with the Wolseley Expedition and Lord Dufferin," which details a stage in the career of the steamer *Chicora* rather than diplomatic or expeditionary triumphs.

The book meets the intentions of the promoters but it will be a disappointment to any who from the title infer that it is a comprehensive history of shipping on this important stream connecting two of the Great Lakes. ROBERT M. BROWN

AMY, LACEY. **Labrador, home of the iceberg.** ills. *Travel*, Vol. 27, 1916, No. 1, pp. 24-27 and 52-53. [Description of the fishermen and villages of the coast. The population shrinks from 30,000 in a good cod summer to 2,000 resident fishermen in winter.]

DAWSON, W. B. **Tide tables for the eastern coasts of Canada for the year 1917, including the River and Gulf of St. Lawrence, the Atlantic coast, the Bay of Fundy, Northumberland and Cabot Straits; and information on currents.** 63 pp. Tidal and Current Survey, Dept. of Naval Service of the Dominion of Canada, Ottawa, 1916.

GRENFELL, W. T. **The year's work in Labrador.** *Journ. Natl. Inst. of Social Sci.*, Vol. 1, 1915, No. 1, pp. 106-113. New York.

HAWKES, E. W. **The Labrador Eskimo.** x and 235 pp.; map, diagrs., ills., bibliogr. *Geol. Survey of Canada Memoir 91: Anthropol. Ser. No. 14.* Ottawa, 1916.

LEVASSEUR, N. **La construction des navires à Québec: Précis historique.** *Bull. Soc. de Géogr. de Québec*, Vol. 11, 1917, No. 4, pp. 187-201.

MAGNAN, HORMISDAS. **Les réserves de colonisation.** *Bull. Soc. de Géogr. de Québec*, Vol. 10, 1916, No. 3, pp. 136-143. [Notes on the wise policy initiated in Quebec Province in 1902.]

— **Quebec, Province of: Statistical Year-Book, 3rd year.** xii and 609 pp.; map, diagr., index. Bureau of Statistics, Quebec, 1916.

REINECKE, L. **Road material surveys in Ontario and Quebec.** *Summary Rept. Geol. Survey of Canada for 1915*, pp. 147-155. Ottawa, 1916.

ROUILLARD, E. **Les îles de la province de Québec.** *Bull. Soc. de Géogr. de Québec*, Vol. 10, 1916, No. 1, pp. 23-33; No. 2, pp. 105-115. [A gazetteer of the more important and interesting islands of Quebec Province: Part I, A-J; Part II, K-V.]

SIMARD, H. **La Côte-Nord: Esquisse de la région et des moeurs de ses habitants.** *Bull. Soc. de Géogr. de Québec*, Vol. 11, 1917, No. 4, pp. 203-216. [The north shore of the Gulf of St. Lawrence.]

SULTE, BENJAMIN. **Le petit-poisson.** *Bull. Soc. de Géogr. de Québec*, Vol. 10, 1916, No. 2, pp. 67-73. [The fish so designated by the populace of Three Rivers is a small codlike species known to the French-Canadian in general as "petite-morue," to the English-speaking section as "tommy cod." Amongst the immigrant fishes of the Canadian seas it is the one that penetrates farthest into the interior waters. It arrives at Three Rivers on Christmas Eve and for 15 days is harvested through the ice.]

#### UNITED STATES

##### *General*

DAY, P. C. **Relative humidities and vapor pressures over the United States, including a discussion of data from recording hair hygrometers.** 61 pp.; maps, diagrs. *Monthly Weather Rev. Suppl. No. 6*. U. S. Dept. of Agriculture, Washington, D. C., 1917.

It is an encouraging sign of the rising standard of the work of the Weather Bureau that more and more attention is being paid to the careful, accurate, and thoroughly scientific summarizing, charting, and discussion of many of the essential elements and phenomena of our climate. Well-merited criticism has, for many years, been directed against much of our meteorological work by our foreign colleagues, because we published and charted data without adequate attention to their accuracy, without using homogeneous series, and without reducing the data employed to the same period of time. All this has rapidly changed. Within a few months there have been several important studies, published in the *Monthly Weather Review* or in the *Supplement to the Monthly Weather Review*, which have stood the test of criticism and have added greatly to our knowledge of the meteorology and climatology of the United States.

The investigation of relative humidity and vapor pressure now before us covers its field well. The most important humidity observations made by the Weather Bureau are those at 8 A. M. and 8 P. M., Eastern Standard Time, and cover the period since July, 1888. These data, for the period January, 1889, through December, 1913, for nearly 200 stations, are tabulated in full. The values are also charted for the months of January, April, July, and October (Charts 1-8). The 8 A. M. and 8 P. M. observations do not give the daily means. Corrections for reducing the mean values at those hours to the true daily mean are given (Table 5). The daily march of relative humidity and the variations from hour to hour are, of course, not indicated by the data for 8 A. M. and 8 P. M. During a period of about five years, however (1881-1886), five observations of relative humidity were made daily at the then regular stations of the Signal Service (7 and 11 A. M.; 3, 7, and 11 P. M., Washington time). The mean values for these observations are tabulated (Table 2) and are graphically shown for 3 and 11 P. M. for the mid-winter, mid-spring, mid-summer, and mid-autumn months (Charts 9-16). In 1876-1880 another series of observations was made at 2 P. M., local time. These values are tabulated (Table 3) and are also charted for each of the mid-season months (Charts 17-20). The data for these different series of observations are, obviously, not strictly comparable. The daily march of relative humidity, vapor pressure, and temperature, and also the vapor pressure at saturation, compiled at the even hours from the records of self-recording instruments, are shown for six selected stations (Figs. 4 and 5). The average daily minimum relative humidities for the regular observing stations of the Bureau for April, July, and October have been computed (Table 7) and charted (Charts 21-23). The mean maximum temperature and the corresponding computed depression of the wet-bulb

thermometer are also given (Table 7) and charted (Charts 24-26). The depression of the wet-bulb thermometer is important as giving some indication of one's physical comfort or discomfort at high temperatures.

Among the other matters included in Mr. Day's report may be mentioned, as of special interest, the curves of annual march of relative humidity (8 A. M. and 8 P. M.) for selected stations (Figs. 1-3). Absolute humidity also receives its share of attention, in tables, figures, and charts.

Mr. Day's monograph deserves careful study on the part of all those who are concerned with matters in which atmospheric humidity plays a part. Many interesting points might be referred to here, if space were available. To note only one of these, which we do not recall to have seen emphasized before: In the cases of both Mt. Washington and Pike's Peak (Table 2) the percentages of relative humidity are continuously high, with small monthly and diurnal variations. On the lee side of these mountains, even at high elevations, the humidities are comparatively low, the obvious result of loss of moisture in the air in passing over the mountains and of the decrease in humidity due to adiabatic warming of the air descending on the leeward side.

As a matter of general interest we wish that a bibliography of the earlier humidity charts and their discussion had been included.

R. DEC. WARD

— **Intracoastal waterway, Boston, Mass., to Beaufort, N. C.: Final report on sections from New York Bay to Delaware River and from Delaware River to Chesapeake Bay.** 16 pp. *House of Repr. Doc. 196, 63rd Congr., 1st Sess., Washington, D. C., 1913.*

It is advised that the Chesapeake and Delaware Canal be purchased and enlarged to a sea-level canal of 12 feet depth and 90 feet bottom width with the least interference practicable to present traffic, at a cost including the first year's maintenance of \$8,000,000. Further deepening to 25 feet should await observation of the commerce of the improved waterway, and, if adopted, should depend on co-operation by the local states.

Regarding the waterway from the Delaware River to New York Bay, a lock canal, costing \$20,000,000, of 12 feet depth and 90 feet bottom width, built at public expense, is recommended, provided that the state of New Jersey secure and donate to the United States Government all rights of way necessary for a 125-foot bottom width, 25-foot depth, sea-level canal along the same route.

It is somewhat singular that the report of "The Special Board of Engineers," dated 1912, is printed after the final report of 1913 and contains a suggestion which is ignored in the final report to the effect that the 12-foot canal from New York Bay to the Delaware River would be of little use, and that enlargement of such a canal after construction would entail great expense. The Special Board therefore recommended the original plan of 125 feet bottom width and 25 feet depth, and in the Delaware River-Chesapeake Bay section a 12-foot sea-level canal, to be later deepened to 25 feet.

R. H. JONES

MARVIN, GEORGE. **The Great River: The war on the Mississippi; Controlling the Mississippi; The sovereignty of the Mississippi; Navigating the Mississippi.** Maps, diagrs., ills. *World's Work*, Vol. 30, 1915, No. 1, pp. 49-65; No. 2, pp. 213-237; No. 4, pp. 469-485; No. 5, pp. 584-604.

The Mississippi River problem is not a local problem but a national one, and while control of the river vitally concerns a large number of communities bordering the stream, a regulated Mississippi would benefit the people far beyond the boundaries of the riparian states. Mr. Marvin's articles are, then, in the line of public education and deserve the careful consideration of the people in all sections of the country. The free use of illustrations makes the arguments compelling, while the broad discussion of the divers schemes and policies of controls yields an adequate background to his plea for a settled policy. The writer carries the figure of an invading army throughout his discussion with considerable success; but at times it is overdone, as when a picture of the flooded Main Street in Dayton, Ohio, is entitled "Louvain," and the map of the flooded area of the river is called "The periodical Belgium of the Mississippi." Among the "troubles" to which the great river is subjected, Mr. Marvin mentions the Mississippi River Commission and the Mississippi River Levee Association. These, in his opinion, defeat the solution of the river problem, because the members are not actually "on the job" as in the case of the Ohio River Board and also because they are tied up to "special pieces of legislation." On the whole, the treatment, although popular in style, is fairly conceived and soundly conducted. Everyone must regret the lack of unanimity of mind and action concerning the river improvements, but, until the problem is faced squarely as a national issue, partisan legislators and local promoters will continue to exact appropriations for temporary needs.

ROBERT M. BROWN

— **River regulation, flood control, and water conservation and utilization.** 430 pp. Hearings before the Committee on Commerce, U. S. Senate, 64th Congress, 2nd Session, on H. R. 14777 and S. 5736. Washington, D. C., 1917.

In brief this publication covers the hearings and reports on the Flood Control Act and the Newlands Bill. As a result of all the reports on waterways which the Government has issued in recent years one might expect that some tentative plan would be evolved, but one Congress after another delays adequate action, and conditions are as unsatisfactory as ever. The public is treated almost yearly to a rather disgraceful discussion of the River and Harbor Appropriation Bill; the result of this in Congress has been to cut down the amount of the appropriation, and the people at large are being convinced that appropriation bills mean unfair if not dishonest legislation and that waterway bills are particularly to be distrusted. To offset the diminishing appropriation of the River and Harbor Bills, specific bills and acts are introduced by special boards into each Congress and the appropriations of such of these as pass, added to the current rivers and harbors bill appropriation, must be considered the total appropriation. One of the subsidiary bills of the 64th Congress was the so-called Flood Control Bill (*House of Repr. Bill No. 14777, 64th Congr., 2nd Sess.*). This act provided for the control of the floods of the Mississippi and Sacramento Rivers notwithstanding the fact that the River and Harbor Bill of the same Congress allotted a sum to the Mississippi River Commission for flood control, among other things, and also provided some money for the Sacramento River. The reason for this is not altogether clear, but some light is thrown upon the situation by J. Hampton Moore in his speech before the Atlantic Deeper Waterways Association in 1916. "In other words," said Mr. Moore, "the advocates of flood control started out to go it alone and then 'came back to father,' awaiting their opportunity to leave 'father' next year if they can obtain the larger and independent appropriation from Congress."

A serious situation confronts the people because of the number of waterways associations which are clamoring for appropriations for their special hobby. This has led to the so-called Newlands Bill (*Senate Bill No. 5736, 64th Congr., 2nd Sess.*) which provides for all phases of our waterway needs. For instance, the act creating the Mississippi River Commission permits of no use of the appropriation to that Commission for water as a natural resource; a flood control bill may be inimical to the improvement of a river for a highway, for reclamation, or for a number of other uses. The Report of the Inland Waterways Commission (*Senate Doc. No. 325, 60th Congr., 1st Sess.*), published ten years ago, recommended the appointment of a general water-control board. The need of a national committee free from sectional interests and protected from associations riding a hobby to handle our waterway problem is stronger today than it was ten years ago. It is difficult to understand how Congressional committees can be exposed to such a report as this one and not catch something that would result in a slightly better act of Congress for waterways. It may be that this report has been put into the present form so as to hide as much information as possible. If one is diligent, however, especially when the appendixes are reached, a good idea of the need of this country in the way of water control may be obtained from this collection of hearings.

ROBERT M. BROWN

SCHOFF, W. H., edit. **Ninth Annual Convention of the Atlantic Deeper Waterways Association, held at Philadelphia, Pennsylvania, September 12, 13, 14, 15, 1916, . . . : Report of the proceedings.** 298 pp.; maps, ill., index. Atlantic Deeper Waterways Assoc., Philadelphia, 1917.

The significant features of this report are the annual address of the president, J. Hampton Moore, and the paper on "Some Problems of Inland Waterway Transportation," by General W. M. Black. Mr. Moore offers a report of progress on the Atlantic Intracoastal Waterway. It is stated here that the intracoastal waterway from New York to Jacksonville, Florida, requires now for its completion only 131 miles of digging and partial digging, estimated to cost about \$47,800,000. This project has two worthy purposes: one to facilitate coastwise traffic in general, a need which is especially imperative between Chesapeake Bay, Delaware Bay, and New York harbor; the other to provide in times of war for the coast movements of commodities and naval and army supplies in case off-shore traffic is impossible.

General Black offered, in his address, considerable trenchant advice concerning waterways which he based on actual experience. He deplored the slipshod and halfway measures which have been adopted by many of our inland waterway boards and suggested lines of procedure whereby the intracoastal waterway may be able to compete with ocean and rail carriers. His arguments, teeming with examples, make it clear that while waterways of navigable depth have long existed only those have been successful where

the overhead charges on the plant have been kept low, the operating expenses minimized, and the influence of time in the movement of freight fully appreciated.

Both speakers, notwithstanding their zeal for waterways, retained a commendable attitude towards railway competition and were not inclined to use the railroad managers as scapegoats for their own failures.

ROBERT M. BROWN

— **Waterway to connect waters of Chesapeake and Delaware Bays: Report of the commission appointed by the President to examine and report upon a route for the construction of a free and open waterway to connect the waters of the Chesapeake and Delaware Bays.** 74 pp.; map, diagr. *Senate Doc. No. 215, 59th Congr., 2nd Sess., Washington, D. C., 1907.*

Two routes are considered, the present Delaware and Chesapeake Canal and the Sassafras route. The commercial and military advantages of the two are about the same, but the first is preferred on account of greater cheapness. Its present value is estimated at \$2,514,290. A tide-level canal with a minimum full-depth width of 150 feet and mean low water depth of 35 feet with no locks is advocated. Jetties are to be built at the Delaware end to protect the channel from being obliterated by tidal flow. Bridges are to be high with draw spans. Annual dredging will be required. The total cost of such a waterway on this route is estimated at \$20,621,324, with an annual expenditure for maintenance of \$149,620. The commission reports that they found the business organizations and leading citizens of Baltimore, Wilmington, and Philadelphia practically unanimous in their demand for such a canal. While the chief use of the canal is expected to be in the transportation of coal and lumber, it is pointed out also that it would relieve the coastwise traffic of a dangerous sea route, saving both time and expense to the trade movements of the whole country.

It is proposed to have either end of the canal protected by sufficient coast defenses to render its passage at all times open. The Civil War is cited to show the value of the canal for the transportation of troops and supplies. On April 17, 1861, Virginia seceded from the Union and started her troops north to Washington. Two days later every bridge on the Philadelphia, Baltimore, and Washington Railroad was burned from Baltimore to the Susquehanna River, severing all rail connections along the seaboard to Washington. Then the Government seized all the propeller steamers in Philadelphia that could pass through the Chesapeake and Delaware Canal and used them for conveying troops and supplies to Washington. Throughout the war the canal played a most useful part in supplying the Army of the Potomac in the field.

R. H. JONES

MOORE, J. H. **Canals for defense.** Speeches in the House of Representatives, June 13, 1916. 20 pp. Washington, D. C. [Reprint from *Congressional Record*.]

MORLEW, JOHN. **New boats on an old river.** Ill. *Commercial America*, Vol. 13, 1916-17, No. 7, pp. 17 and 19. [“The inauguration of a service of power barges of many novel features marks the beginning of new era in the transportation history of the Mississippi.”]

PARKER, WALTER. **Transportation problems of the Mississippi Valley.** *Commerce Repts.*, 1917, No. 164, pp. 188-189. Bur. of Foreign and Domestic Commerce, Dept. of Commerce, Washington, D. C.

REED, W. G. **The probable growing season.** Diagr. *Monthly Weather Rev.*, Vol. 44, 1916, No. 9, pp. 509-512. [For an article on a related topic, see “Weather as a Business Risk in Farming,” by W. G. Reed and H. R. Tolley, in the July, 1916, *Review*, Vol. 2, pp. 48-53.]

SCHOFF, W. H. **The Mississippi River improvement.** 44 pp.; maps, diagrs., ills. Reprinted from *Commercial America*, Vol. 12, 1915-16, Nos. 4-6.

SMITH, E. H. **New York-Chicago aerial mail lines.** Maps, ills. *Flying*, Vol. 5, 1917, No. 12, pp. 504-506. [Abstracted in the March, 1917, *Review*, Vol. 3, p. 241.]

— **Southern states, Public road mileage and revenues in the, 1914: A compilation showing mileage of improved and unimproved roads, sources and amounts of road revenues, bonds issued and outstanding, and a description of the systems of road administration, fiscal management and other factors affecting road improvement in each state.** 52 and lxxi pp.; diagrs. *U. S. Dept. of Agric. Bull. No. 337.* Washington, D. C., 1917.

— **U. S. Geographic Board, Decisions of the.** 3 pp. Nov. 1 and Dec. 6, 1916. U. S. Geographic Board, Washington, D. C.

WARD, R. DEC. **The prevailing winds of the United States.** Maps, bibliogr. *Annals Assoc. Amer. Geogrs.*, Vol. 6, 1916, pp. 99-119.

WELLS, W. C. **The metric standard.** *Bull. Pan American Union*, Vol. 44, 1917, No. 1, pp. 22-28.

GANNETT, HENRY. **Contour map of the United States.** 1:7,000,000. U. S. Geological Survey, Washington, 1916. [The newest edition of the Survey's standard small contour map of the United States.]

— **United States, National forests of the.** [1:12,600,000.] Forest Service, U. S. Dept. of Agriculture, Washington, D. C., 1917.

#### *North-Central States*

— **St. Paul, city of, Annual report of the Commissioner of Public Works for the year ending December 31, 1916.** 160 pp.; maps, index. Dept. of Public Works, St. Paul.

SCOTT, WILL. **Report on the lakes of the Tippecanoe basin (Indiana).** 39 pp.; maps, diagrs. *Indiana University Study No. 31* (= Vol. 3, 1916, July).

SMITH, J. W. **Agricultural meteorology.** Diagrs., bibliogr. *Proc. Ohio Acad. Sci.*, Vol. 6, 1915, Part V, pp. 239-264. [Abstracted in the October, 1917, *Review*, Vol. 4, p. 317. Deals mainly with the Middle West.]

VAN CLEEF, EUGENE. **Duluth, a product of the waterways.** Map. *Journ. of Geogr.*, Vol. 15, 1916-17, No. 6, pp. 189-191.

VOGT, P. L. **Village growth and decline in Ohio.** Map. From *The American City*, Vol. 13, 1915, No. 6, pp. 481-485.

WINCHESTER, D. E., C. J. HARES, E. R. LLOYD, AND E. M. PARKS. **The lignite field of northwestern South Dakota.** 169 pp.; maps, diagrs., ills., bibliogr., index. *U. S. Geol. Survey Bull. 627*. Washington, D. C., 1916. [Accompanied by geologic maps of Harding and Perkins Counties, each 1:125,000.]

YOUNG, L. E. **Surface subsidence in Illinois resulting from coal mining.** 112 pp.; maps, diagrs., ills., index. *Illinois State Geol. Survey Bull. 17*. Urbana, 1916.

ZIEGLER, VICTOR. **The potash deposits of the sand hills region of northwestern Nebraska.** Maps, diagrs., ills. *Colorado School of Mines Quart.*, Vol. 10, 1915, No. 3, pp. 6-26. [Abstracted in the January, 1917, *Review*, Vol. 3, p. 67.]

— [**Topographic map of the United States.**] Five sheets, 1:62,500: **Kimmswick, (Mo.-Ill.)**; **Mechanicsburg, Milford Center, Morrow (Ohio)**; **Three Rivers (Mich.-Ind.)** U. S. Geol. Survey, Washington, D. C., 1916.

#### *South-Central States*

HARPER, R. M. **Economic botany of Alabama. Part 1: Geographical Report, including descriptions of the natural divisions of the state, their forests and forest industries, with quantitative analyses and statistical tables.** 228 pp.; map, ills., bibliogr., index. *Geol. Survey of Alabama Monograph 8*. University, Ala., 1913.

Although bearing date of 1913 and already previously listed (*Bull. Amer. Geogr. Soc.*, Vol. 46, 1914, p. 626) this work deserves notice because of its method, a method commented upon in the review of the same author's "Geography and Vegetation of Northern Florida" (March, 1917, *Review*, Vol. 3, pp. 409-410). The state of Alabama is divided into fifteen main forest regions. So close is the correlation between geology, topography, and soils, on the one hand, and vegetation on the other, that the forest map of the state which accompanies the report scarcely differs in the demarcation of the various geographical regions from a geological map of the same size. In discussing the various divisions, much the same scheme is followed as in the report on Florida, except that here, in treating the vegetation, attention is restricted to the forests. GEORGE E. NICHOLS

HALL, B. M., AND M. R. HALL. **Second report on the water powers of Alabama.** 448 pp.; maps, diagrs., ills., index. *Geol. Survey of Alabama Bull. No. 17*. University, Ala., 1916.

LOEB, E. M. **The assessing of scientific port charges and basis of method of such charges.** *Proc. and Papers of the Fourth Ann. Convention of the Amer. Assoc. of Port Authorities, Held at Los Angeles, Cal., Sept. 13-15, 1915*, pp. 173-184. New York, n. d. [Relative to the port of New Orleans.]

PETERS, M. E. **Texas trails.** *Proc. Mississippi Valley Hist. Assoc. for the Year 1913-14*, Vol. 7, pp. 55-66. Torch Press, Cedar Rapids, Ia., 1914.



SMITH, H. W. **River-stage forecasts for the Arkansas River, Dardanelle to Pine Bluff, Ark.** Map, diagrs. *Monthly Weather Rev.*, Vol. 44, 1916, No. 3, pp. 143-150.

STEPHENSON, L. W., AND A. F. CRIDER. **Geology and ground waters of north-eastern Arkansas.** With a discussion of the chemical character of the waters by R. B. Dole. 315 pp.; maps, diagrs., ills., bibliogr., index. *U. S. Geol. Survey Water-Supply Paper 399*. Washington, D. C., 1916. [With two pages on the physiographic provinces of Arkansas, a section on physiography, and a geological map of the northeastern part of the state prepared by the authors under the direction of T. Wayland Vaughan, based in the extreme southwest on A. C. Veatch's map, Pl. III, *U. S. Geol. Survey Professional Paper 46*, 1906.]

WIGHT, F. C. **Five days on the Mississippi.** Map, diagrs., ills. *Engineering News*, Vol. 76, 1916, No. 24, pp. 1114-1119. [River below Memphis.]

#### MEXICO AND CENTRAL AMERICA

BLAKESLEE, G. H. **The results of the Panama Canal on world trade. I: North America. II: South America and the Far East.** *Outlook*, Vol. 3, 1915, No. 9, pp. 490-497; No. 13, pp. 717-722. New York.

The period under consideration is the first year of operation—a period which coincides with the first year of the European War. On the whole, the tonnage using the canal showed disappointing results. This was due not so much to the small trade of the United States using the canal, for it was reasonably heavy; the great shortage from what had been predicted was due, in large part, to a marked lack of European mercantile tonnage on the high seas. During the first year of operation, the canal handled, in the trade between the United States and South America, about 300,000 registered tons of shipping more than had been predicted in the official estimates. In the trade with the Far East, our ships had almost a complete monopoly. The European War has entirely upset all calculations as to canal traffic. The writer thinks, however, that when the great war is over and the world's trade and industries have adjusted themselves to the Panama route, the official estimates of traffic and tolls will be surpassed.

AVARD L. BISHOP

GOETHALS, G. W. **Government of the Canal Zone.** 106 pp., ills., index. (The Stanford Little Lectures for 1915.) Princeton University Press, Princeton, 1915. \$1.00. 8 x 5½.

The author treats of the difficulties encountered by the United States in selecting a suitable government for the Canal Zone. Delicate political relations entered into the question, but many of the problems were geographical. Temperate-zone colonies established in the tropics demand a specialized form of government. Distance from the seat of authority requires that the local governor be vested with unusual powers. Since the population of the Canal Zone produces little in the way of foodstuffs and as the Isthmus is the meeting places of vessels from many distant lands, often in need of provisions, the government established must enter the economic field and handle large supplies of food and fuel. Problems of labor, city planning, and sanitation as well as the completion, control, and operation of the Canal depend upon the Zone authorities for solution. The form of government adopted by the Panama Canal Act, which went into effect on April 1, 1914, provides for this complex administration. A government by executive order was established. The President of the United States names the Governor, who discharges all the varied duties of the post. The Act authorizes the practical depopulation of the Canal Zone, and the entire strip of some 450 square miles, except about 3,000 acres kept clear for sanitation, is to be left in jungle. Hence the population of the Zone will remain small, and the principal duties of the Governor will be the operation and maintenance of the Canal. This gives a flexible, easily adapted system of control. In case of war the President designates an army officer who assumes complete charge, civil and military, of the Canal and Canal Zone.

AGRAMONTE, D. F. **La República de Guatemala en 1916.** *Rev. de Geogr. Colon. y Mercantil*, Vol. 14, 1917, No. 9, pp. 322-334. Real Soc. Geogr., Madrid. [Extract from *Memoria Comercial*.]

AVALOS, J. F. **México próspero: Su política financiera y su política agraria.** 42 pp. Mexican Embassy, Washington, D. C., 1915.

AYMÉ-MARTIN, H. **Le pétrole au Mexique.** *Bull. Soc. de Géogr. Comm. de Paris*, Vol. 38, 1916, No. 7-8-9, pp. 410-433.

BALAREZO, MANUEL. **Colonización de la Baja California.** *Bol. Oficial de la Secretaría de Fomento*, Vol. 2, 1917, No. 2, pp. 110-133. Mexico. [A colonization project based upon the agrarian system of New Zealand.]

BARRETT, JOHN. **Mexico: A review and a forecast.** Ills. *Bull. Pan American Union*, Vol. 44, 1917, No. 1, pp. 41-57. [Reprinted from the *Yale Review* for January, 1917.]

BARRON, C. W. **The Mexican problem.** With introduction by Talcott Williams. xxv and 136 pp.; map, ills. Houghton Mifflin Co., Boston and New York, 1917. \$1.00. 7½ x 5. [The author maintains that the problem is political rather than economic.]

BIGOT, RAOUL. **Le Mexique moderne.** 272 pp.; ills. Pierre Roger & Cie, Paris, 1909. 4 fr. 8 x 5½. [Mexico's gradual return to stable conditions lends fresh interest to any conscientious observer's account of the country. In this book the author presents a picture of Mexicans at home and at work and supplies a general economic survey. He appears particularly interested in their customs and their industries, and his interest has been strong enough to provide attractive reading. The text, however, is weak in regional descriptions, of which it supplies almost none.]

— **Canal Record: Vol. 9; August 25, 1915 to August 16, 1916.** Published weekly under the authority and supervision of the Panama Canal. 448 pp.; maps, diagrs., ills., index. Balboa Heights, Canal Zone, 1916. 12 x 9.

— **Catálogos de los seismos registrados durante el año de 1912 en la Estación Seismológica Central, Tacubaya; en las estaciones seismológicas de primer orden de Mérida, Yuc., y de Zacatecas y en las de segundo orden de Oaxaca y de Mazatlán. Catálogo de los macroseismos sentidos en la República Mexicana durante el año de 1912.** Map. *Parergones del Inst. Geol. de México*, Vol. 5, 1914, No. 6-8, pp. 230-349.

— **Centro-América, Monografía de las cinco repúblicas de.** 47 pp.; maps, ills. Publ. de la Oficina Internacional Centro-Americana. Sanchez & De Guise, Guatemala, 1915. 10 x 7.

— **Chiapas, The state of.** Ills. *Mexican Rev.*, Vol. 2, 1917, No. 3, pp. 4-5. Washington, D. C.

— **Costa Rica: General descriptive data.** 31 pp.; ills. Pan American Union, Washington, D. C., 1916.

— **Costa Rica, República de: Anuario Estadístico, Vol. 19, Año 1915.** xlviii and 460 pp. San José, 1917.

ELLIOTT, L. E. **Guatemala: Land of yesterday and to-day.** Ills. *Pan-American Mag.*, Vol. 24, 1916, No. 2, pp. 64-84. [This number of the *Pan-American Magazine* is devoted to Guatemala. Besides the article listed above it includes others of economic interest on the republic.]

FLORES, TEODORO. **El petróleo Mejicano.** Diagrs., ills. *Bol. Soc. Nacional de Minería*, No. 227, Vol. 29, 1917, pp. 65-92. Santiago de Chile.

FONSECA, P. S. **Curso de geografía de El Salvador.** 159 pp.; map, diagrs., ills. Dutriz Hermanos, San Salvador, 1916. 7½ x 5½.

FONSECA, P. S. **Las relaciones comerciales de El Salvador y los Estados Unidos de América.** vii and 46 pp. [Publ. of] Second Pan-American Scientific Congress, Section 9, December, 1915. Washington, D. C.

FRANK, J. C. **American interoceanic canals: A list of references in the New York Public Library.** 90 pp.; index. Public Library, New York, 1916. [It is scarcely necessary to point out the usefulness of a publication of this type, specially valuable in this particular instance because of the widespread interest of the theme. The list is classified under the headings of bibliography, history, international relations and the four routes—Darien, Nicaragua, Panama, and Tehuantepec.]

GALLO, JOAQUIN. **Anuario del Observatorio Astronomico Nacional de Tacubaya para el año de 1917: Vol. 37.** 294 pp.; diagrs. Dir. de Estudios Geogr. y Climatol., Secretaría de Fomento, Mexico, 1916.

— **Guatemala: General descriptive data.** 31 pp.; ills. Pan American Union, Washington, D. C., 1916.

## SOUTH AMERICA

### GENERAL

FRANCK, H. A. **Vagabonding down the Andes: Being the narrative of a journey, chiefly afoot, from Panama to Buenos Aires.** xxi and 612 pp.; map, ills. The Century Co., New York, 1917. \$4.00. 9 x 6½.

A story of four years' tramping and observation among the mountain countries of

South America, by the author of "A Vagabond Journey Around the World," etc. The map opposite page 40 shows that Franck took the most direct routes from Bogotá to Quito, from Quito to Cuzco, from Cochabamba to Puerto Suárez. Yet he traveled almost entirely over ground unfamiliar to tourist, salesman, and scientist. After reading his account one can appreciate why travel routes in South America usually follow roundabout ways, why there has been no United States of South America, why political disunity is characteristic of those nations, why "unitary" republics are considered necessary, and why the local authority is often stronger than that of the central government. Mountain walls, bottomless gorges, bleak páramos, or unmapped wildernesses divide most of the centers of civilized life from one another. Even railroads overcome these obstacles but slowly.

Of the principal cities of South America one finds little account in this book. There are few facts concerning general commerce. The author devotes only limited space to history. The work is neither scientific nor literary. But it contains descriptions of landscape and human life that can be found in no other volume. There is a good deal of geography in it. The small towns of the Andean region are especially well portrayed. One who wants to know how the common people live in the secluded mountain districts, what they eat, how they dress, the character of their houses, their occupations, what are their products, and how those products are marketed, should read Franck's book. San Pablo (Colombia), where the making of Panama hats is a household industry, Azogues, the seat of a weekly hat fair, Cajamarca, where Pizarro found the Inca taking his yearly bath in November as the natives do today, Huaráz, "capital of the most populous department in Perú," Huancayo with its great Sunday market, and Biblián, a city of pilgrimage, are places whose life is pictured by few other writers. Of these out-of-the-way places, decayed and still decaying remnants of Inca enterprise, left stranded on the highlands when Lima on the coast replaced mountain-rimmed Cuzco as the capital city, the book affords a good description. This, of course, is not a true picture of South America. It is one-sided. There is more of culture, of genuine hospitality, of industry and business, even of morals and education in South America than the author records. The perfectly natural temper of a footsore pedestrian has its effect, too, on the traveler's vision. But as a rule, the author of this narrative retains his sense of humor sufficiently to give an accurate description of things as they are. The work is thus a record of an achievement notable in itself and is especially valuable for the reason that it will probably be years before another keen observer will visit these out-of-the-way places and write his impressions of them.

— **América Latina, El comercio exterior de la, en 1915.** Diagr. *Bol. Unión Panamericana*, Vol. 44, 1917, No. 1, pp. 32-40.

BARD, H. E. **South America: Brief outline of study suggestions with bibliography.** 68 pp. D. C. Heath & Co., Boston, New York, Chicago, 1916. 7½ x 5. [A study outline, primarily embracing historical and social interests, is followed by a bibliography of about 200 books.]

BURROUGHS, W. G. **Coal fields of South America.** Ill. *Colliery Engineer*, Vol. 35, 1915, No. 12, pp. 643-644; Vol. 36, 1916, No. 1, pp. 30-31, No. 2, pp. 72-73; No. 3, pp. 153-155.

CURRAN, H. M. **Los bosques de la America del Sur.** Ills. *Bol. Unión Panamericana*, Vol. 44, 1917, No. 3, pp. 287-302.

FARABEE, W. C. **The South American Indian in his relation to geographic environment.** *Proc. Amer. Philos. Soc.*, Vol. 56, 1917, No. 3, pp. 281-288. Philadelphia.

— **Latin America, Special list of twenty-five books on.** (Suitable for use as supplementary reading and reference books in high schools, normal schools, and colleges.) *Hist. Teacher's Mag.*, Vol. 6, 1915, No. 3, pp. 86.

— **Latin America in 1916.** *South American Journ.*, Vol. 82, 1917, No. 2, pp. 21-51. [Annual review number.]

— **Puertos Sudamericanos de la costa oriental, El mejoramiento de los.** Ills. *Bol. Unión Panamericana*, Vol. 45, 1917, No. 4, pp. 421-441. [A brief description of harbor improvements made and planned as a result of the remarkable commercial development of the east coast of South America.]

REID, W. A. **Peruvian coast to Rio de Janeiro by rail.** Map, ill. *Bull. Pan American Union*, Vol. 44, 1917, No. 4, pp. 433-448.

REID, W. A. **South American port improvements—west coast, etc.** Map, ill. *Bull. Pan American Union*, Vol. 44, 1917, No. 2, pp. 141-165.

## EUROPE

## GENERAL

FAYLE, C. E. **The great settlement.** With a prefatory note by the Viscount Esher. xix and 309 pp.; maps, index. John Murray, London, 1915. 6s. 7½ x 5.

Europe teems with problems bequeathed by its past history and raised by the present war. Of these Mr. Fayle shows himself both an interested student and one having knowledge to impart to his readers. He has confined himself, however, to a presentation of these problems without attempting to show that the subtle influence of time and place makes them break out periodically into new forms and that when we discuss the problem of Constantinople we are merely taking up a modern phase of the problem of the straits which interested the politicians and traders of Hellas and Troy no less passionately than it does contemporary business leaders and diplomatists.

Historical continuity of this character is based largely on geography, and the historian can rarely advance a single step without tracing his course on a map. To have interpreted all the problems taken up by Mr. Fayle with the help of the map would have added interest to his discussions of the present situation in Europe as well as in the oversea or overland regions to which the continent is tied by links of trade and intercourse.

MARRIOTT, J. A. R. **The Eastern Question: An historical study in European diplomacy.** viii and 456 pp.; maps, index. Oxford University Press, Oxford, 1917. 12s. 6d. 9 x 6.

A systematic account of the Eastern Question, which contributes to the general enlightenment on a particularly thorny problem. The author has treated with especial thoroughness the modern phase of this ancient question. Above all, the book is an excellent retrospect of Near Eastern events familiar to living generations. The need for radical changes in the international handling of Turkish and related problems is one of the logical conclusions to which the reader comes after laying the book down.

Here and there traces of haste will be noted. To consider the facts of political geography of the Balkans as "especially obscure" is for the author to ignore the excellent work of some of his countrymen not to mention that published in other countries. The specialized work of Hogarth, Newbigin, and Woods, to mention only a few British writers, testifies to the guidance available. He would have been nearer the mark had he merely expressed disapprobation of lay laxity in appreciating the fundamental relation of geography to history. But this condition is one which is improving constantly—the war, in particular, having accelerated progress.

The few sketch maps scattered in the first part of the book deserve greater credit for the intention than the execution, although the author tells his reader that they "are intended to elucidate" the facts of political geography. His admirably written text deserves sound cartographical accompaniment and loses somewhat by the want of it.

The chief treaties are carefully summarized, but no mention is made of the so-called Adriatic Treaty of April 27, 1915, between the Entente Powers and Italy, reference to which was made in the *British Review* as early as September, 1915.

ASHLEY, R. L. **Early European civilization: A textbook for secondary schools.** xxi and 708 pp.; maps, diagrs., ills., index. The Macmillan Co., New York, 1916. 7½ x 5.

BELTRÁN Y RÓZPIDE, RICARDO. **La geografía del Noroeste de Europa según Cervantes.** *Rev. de Geogr. Colon. y Mercantil*, Vol. 13, 1916, No. 4, pp. 129-132. Real Soc. Geogr., Madrid. [Cervantes' last work "Trabajos de Persiles y Sigismunda" shows a careful study of the maps and geographies of the time.]

BLANCHARD, RAOUL. **The English fighting-ground in France and Flanders.** Maps. *Scribner's Mag.*, Vol. 62, 1917, No. 3, pp. 352-362.

BLINK, H. **Rassen, nationaliteiten, volken, en staten in Europa.** Map. *Vragen van den Dag*, Vol. 32, 1917, No. 3, pp. 236-249; No. 4, pp. 290-309; No. 5, pp. 337-363.

BONACCI, GIULIANO. **La seconda fase della grande guerra: Nel Medio Oriente attraverso il ponte balcanico.** Map. *Riv. Colon.*, Vol. 11, 1916, No. 1, pp. 17-34; No. 2, pp. 89-113.

BOSWELL, A. B. **The Polish question.** *Scientia*, No. 66, Vol. 22, 1917, pp. 294-302. Bologna.

BOSWELL, A. B. **The racial geography of east central Europe.** *Geogr. Teacher*, No. 46, Vol. 8, 1916, Part 6, pp. 351-360.

CAILLAUD, F. R. DU. **De l'identité des races qui ont formé les nationalités britannique et française.** Reprinted from *Man*, No. 79, 1915, Sept., pp. 1-5.

COLE, G. A. J. **The groundwork of east central Europe.** *Geogr. Teacher*, No. 46, Vol. 8, 1916, Part 6, pp. 340-350.

COLOMBI, EMILIO. **La concorrenza germanica ai porti latini.** *L'Esplorazione Commerc.*, Vol. 32, 1917, No. 4, pp. 102-106.

FRANKLIN, THOMAS, AND E. R. SHEARMUR. **Europe.** 44 pp.; maps. (Practical Geography Notebooks based upon the Atlas Geographies.) W. & A. K. Johnston, Ltd., London, [1916]. 4d. 10 x 7½.

GALLÉ, P. H. **Over het verband tusschen schommelingen in de sterkte van den Noordoostpassaat van den Atlantischen Oceaan en schommelingen in verschijnselen op hydrografisch en meteorologisch gebied in Europa.** *Diagrs. Tijdschr. Kon. Nederl. Aardrijk. Genoot.*, Vol. 34, 1917, No. 1, pp. 38-53; No. 2, pp. 192-209.

GARGAS, SIGISMUND. **De sociale en economische toestand van het Koninkrijk Polen.** *Tijdschr. voor Econ. Geogr.*, Vol. 7, 1916, No. 7, pp. 376-385. The Hague.

GREGORY, J. W. **The mineral fields of the Franco-German borderlands.** Maps. *Scottish Geogr. Mag.*, Vol. 33, 1917, No. 8, pp. 358-363. [Review of Professor de Launay's "France-Allemagne—Problèmes Miniers-Munitions-Blocus-Après-guerre." The discussion is illustrated by figures from the reviewer's Presidential Address to the Geological Society of Glasgow, published in its *Transactions*, Vol. 16.]

GURNEY, A. E. **The population of the Polish commonwealth.** With a preface by Ludwik Janowski. 40 pp. Polish Information Committee, London, 1916. 6d. 8½ x 5½. [With a table giving the number of Poles in Poland as 20,000,000, with 3,000,000 in America and 1,000,000 in other countries.]

HAUSER, HENRI. **La guerre européenne et le problème colonial.** 111 pp. 3rd edit. Librairie Chapelot, Paris, 1915. 1 fr. 7 x 5½.

KEUNING, J. **Het oudste bericht over de westkust van Europa.** *Tijdschr. Kon. Nederl. Aardrijk. Genoot.*, Vol. 33, 1916, No. 1, pp. 30-56.

KULAKOWSKI, B. D. **Poland as a concrete factor in international politics.** *Journ. of Race Devel.*, Vol. 8, 1917, No. 2, pp. 171-187.

LICHTENBERGER, HENRI AND ANDRÉ. **La guerre européenne et la question d'Alsace-Lorraine.** 132 pp. 4th edit. Librairie Chapelot, Paris, 1915. 1 fr. 7 x 5½.

MOLTKE, GRAF [H. K.] **Wanderbuch: Handschriftliche Aufzeichnungen aus dem Reisetagebuch.** 240 pp. Gebrüder Paetel Verlag, Berlin, 1913. Mk. 3. 8 x 5½. [Italy, Spain, France.]

MURATORE, DINO. **Corso pratico di geografia moderna per le scuole medie di 1° grado (tecniche-ginnasiali-complementari e commerciali).** Vol. I: *Geografia generale, L'Europa, L'Italia.* viii and 296 pp.; maps, diagrs., ills. Vol. II: *L'Europa in particolare.* xi and 336 pp.; maps, diagrs. Istituto Geografico de Agostini, Novara, [1914, 1915]. L. 1.80 each. 8½ x 6.

MUSONI, FRANCESCO. **Cause ed aspetti, specialmente geografici, dell' odierno conflitto europeo.** *Riv. Geogr. Italiana*, Vol. 24, 1917, No. 3-4, pp. 111-131.

#### FRANCE

JOINVILLE, PIERRE DE. **L'armateur Balguerie-Stuttenberg et son œuvre.** xxiii and 485 pp.; bibliogr., index. E. Champion, Paris, 1914. 10 x 6½.

A history of the economic changes in France from the pre-Revolutionary period to post-Napoleonic days is presented in this book under cover of the name of a Bordeaux trader and of his overseas undertakings. The work is important because it covers the transition period which preceded the era of intense industrial development in France.

The choice of Balguerie-Stuttenberg as a representative of the enterprising merchant class of his day was fortunate, to judge by the widely scattered activity of the man. Of more than passing interest are the details of his dealings with America, particularly with the West Indies. Later, with the decline of the West Indian trade, French traders turned to the United States, where a common feeling against the English added to the natural bond of sympathy between the two republics.

No better way of exhibiting the French overseas trade of a hundred years ago could have been devised than this painstaking and thorough study of a single man's activity. The student is given a glimpse of details which a generalized account cannot contain.

BLACHE, J. **Notes de morphologie glaciaire: Vallées d'Uriage et d'Allevard.** *Diagr. Recueil des Trav. de l'Inst. de Géogr. Alpine*, Vol. 4, 1916, No. 3, pp. 285-295. Grenoble.

BLANCHARD, RAOUL. **Annecy: Esquisse de géographie urbaine.** Maps, ills., *Recueil des Trav. de l'Inst. de Géogr. Alpine*, Vol. 4, 1916, No. 4, pp. 369-463. Grenoble.

[A study in city geography based on the method employed in the similar study on Grenoble (see *Geogr. Rev.*, Vol. 3, 1917, pp. 243-244). The rarity of urban development in the Alps confers peculiar interest on the examples that exist as a result of unusually favorable combinations of physical and historical circumstances. The interrelation of these two factors has created an especially edifying case in Annecy, "the pearl of the French Alps."]

BLANCHARD, RAOUL. **Le Haut Dauphiné à la fin du XVII<sup>e</sup> siècle.** *Recueil des Trav. de l'Inst. de Géogr. Alpine*, Vol. 3, 1915, No. 4, pp. 337-419. Grenoble.

BLANCHARD, RAOUL. **L'état actuel de l'industrie en Dauphiné (région de Grenoble).** *Recueil des Trav. de l'Inst. de Géogr. Alpine*, Vol. 4, 1916, No. 3, pp. 329-354. Grenoble.

BLANCHARD, RAOUL. **Le verrou glaciaire de Grenoble.** Ills. *Recueil des Trav. de l'Inst. de Géogr. Alpine*, Vol. 4, 1916, No. 2, pp. 237-257. Grenoble.

BLAYAC, J. **Contribution à l'étude du sol des landes de Gascogne.** Ills. *Ann. de Géogr.*, No. 133, Vol. 25, 1916, pp. 23-46.

BLIN, HENRI. **L'industrie résinière.** Ills. *La Nature*, No. 2229, 1916, June 17, pp. 385-389.

CLOUZOT, ÉTIENNE. **L'enneigement dans le Queyras aux XVII<sup>e</sup> et XVIII<sup>e</sup> siècles.** *La Géographie*, Vol. 31, 1916-17, No. 4, pp. 252-260. Paris. [Queyras is the upper valley of the Guil, a source of the Durance, in the Cottian Alps.]

COUSTET, ERNEST. **La nouvelle ligne ferrée de l'Estaque à Miramas (Marseille-Arles).** Ills. *La Nature*, No. 2211, 1916, Feb. 12, pp. 108-110. [See note in June, 1916, *Review* (Vol. 1, p. 459) on "Improvements in Internal Communication to the Port of Marseilles."]

COUSTET, ERNEST. **Le Rhône navigable et le tunnel du Rove.** Ills. *La Nature*, No. 2238, 1916, August 19, pp. 113-119.

COUSTET, ERNEST. **L'étang de Berre: Ses industries, son accès à la navigation maritime.** Maps, ills. *La Nature*, No. 2241, 1916, Sept. 9, pp. 161-166.

— **Dauphiné, Guide industriel du: Étude sur les ressources économiques de la région dauphinoise et sur leur utilisation au point de vue industriel et commercial.** 39 pp.; map. Chambre de Commerce de Grenoble, 1916. [Indicative of the industrial expansion in the Dauphiné due to the war, mainly based on its water-power resources. A map shows the distribution of hydro-electric plants in 1916 classified according to the form of power which they generate.]

DELABORDE, PIERRE. **Notes de géographie alpine (Embrunais, Ubaye, Tinée).** *Recueil des Trav. de l'Inst. de Géogr. Alpine*, Vol. 3, 1915, No. 4, pp. 421-424. Grenoble.

DUFRENOY, J. **La mise en valeur des terres éventées en France.** Ills. *Rev. gén. des Sci.*, Vol. 27, 1916, No. 15-16, pp. 472-478.

FLEURE, H. J. **France: A regional interpretation.** Maps. *Scottish Geogr. Mag.*, Vol. 32, 1916, No. 11, pp. 519-534. [Abstracted in the February, 1917, *Review*, Vol. 3, p. 150.]

FONCIN, MYRIEM. **La culture et le commerce des fleurs et primeurs sur la Côte d'Azur, de Toulon à Menton.** *Ann. de Géogr.*, No. 136, Vol. 25, 1916, pp. 241-262.

— **Marocain en France, Les impressions de voyage d'un.** *L'Afrique Française*, Vol. 76, 1916, No. 7, pp. 260-266.

#### AUSTRIA-HUNGARY

PFAUNDLER, RICHARD VON. **Das deutsche Sprachgebiet in Südungarn.** Map, ills. *Deutsche Erde*, Vol. 13, 1914-15, No. 1, pp. 15-22; No. 2, pp. 56-60; No. 6, pp. 159-171; No. 7, pp. 185-197.

REVELLI, PAOLO. **Il Carso.** Map, ills. *Riv. Mensile del Touring Club Italiano*, Vol. 22, 1916, No. 11, pp. 602-610. Milan.

REVELLI, PAOLO. **L'Isonzo.** Ills. *Riv. Mensile del Touring Club Italiano*, Vol. 23, 1917, No. 2, pp. 62-70. Milan.

VINASSA DE REGNY, PAOLO. **Cenni toponomastici sull' alta Cárnia.** *La Geografia*, Vol. 4, 1916, No. 4-7, pp. 193-205. Novara.

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## ASIA

## MALAY ARCHIPELAGO, INCLUDING THE PHILIPPINES

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ABENDANON, E. C. *De oude beddingen der Beneden-Saädang-rivier.* Maps. *Tijdschr. Kon. Nederl. Aardrijk. Genoot.*, Vol. 33, 1916, No. 3, pp. 429-449. [Celebes.]

BLINK, H. *De opkomst en beteekenis van de rubber- en getah-pertja-productie en- handel in Nederlandsch Oost-Indië.* Map. *Tijdschr. voor Econ. Geogr.*, Vol. 7, 1916, No. 5, pp. 196-209.

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BRAAK, C. *Drachen-, Freiballon- und Fesselballon-beobachtungen.* 58 pp.; diagrs. *Kon. Magnetisch en Meteorol. Observatorium te Batavia Verhandelingen No. 3.* Batavia, 1915.

CORONAS, JOSÉ. *General weather notes.* *Philippine Weather Bur. Monthly Bull.*, 1915, November, pp. 233-251, maps; December, pp. 261-279, maps; 1916, January, pp. 9-35, maps; May, pp. 107-123, map; June, pp. 135-145; July, pp. 153-164, map; August, pp. 173-186, map; September, pp. 195-209, maps. Manila, 1916, 1917. [The big typhoon that crossed central Luzon at the beginning of November, 1915, was characterized by the extraordinary rate of progress of nearly 24 miles per hour. The *Bulletin* for January, 1916, contains a report on the extraordinary floods occurring in Mindanao during that month.]

CORONAS, JOSÉ. *Two typhoons in five days over Luzon: The typhoon of Ambos Camarines, October 22 to 28, 1915, and the typhoon of Aparri, October 23 to 31, 1915.* 19 pp. *Two more typhoons in seven days over Luzon, November 3 and 10, 1915.* 9 pp. *The typhoon of southern Luzon, December 4 to 9, 1915.* 9 pp.; maps, diagrs., ills. Reprint from *Philippine Weather Bur. Monthly Bull.*, Manila, 1916.

DEUSS, J. J. B. *De theecultuur.* 104 pp.; map, diagrs., ills. (Series: *Onze Koloniale Landbouw*, No. 6.) 2nd edit. H. D. Tjeenk Willink & Zoon, Haarlem, 1915. Fl. 1.50. 9 x 6.

EDWARDS, C. W. *The live-stock industry of the Philippines.* ills. *Philippine Agric. Rev.*, Vol. 9, 1916, No. 2, pp. 136-149.

EDWARDS, H. T. *The agricultural situation in the Philippine Islands.* *Philippine Agric. Rev.*, Vol. 9, 1916, No. 2, pp. 60-73.

GALÁN, ANTONIO. *The harmonic formula of Fourier and Bessel and its application to the study of the diurnal variation of the atmospheric pressure in Manila during the period 1890-1909.* Prepared under the direction of José Algué. 71 pp., diagrs. *Philippine Weather Bur. Monthly Bull.*, Manila, 1914.

HALL, H. U. *The Bagobo: Some notes on a lately acquired collection.* ills. [*Univ. of Pennsylvania*] *Museum Journ.*, Vol. 7, 1916, No. 3, pp. 182-194. [The Bagobo are a settled people numbering some ten or twelve thousand and occupying a mountainous section of Mindanao. An ethnographical collection pertaining to these people has lately been acquired by the Museum.]

— [Philippine] Weather Bureau, *Annual report of the.* Part I: *Work of the Bureau during the calendar year 1914.* Part II: *Hourly meteorological observations made at the Central Observatory of Manila during the Calendar Year 1914.* 140 pp. Manila, 1915.

## WORLD AS A WHOLE AND LARGER PARTS

BROOKS, LEONARD. *The Americas* (New Regional Geographies, Book I). xiii and 235 pp.; maps, diagrs., ills., index. The Univ. of London Press, London, 1916. 3s. 8 x 5.

This first volume in a new series of regional geographies for secondary and high schools is somewhat of an advance over various others which have been published to serve a similar purpose, but it does not reach the ideal in all respects. The greater part of the book, 174 pages, is devoted to North America, with only some 55 pages devoted to South America. This perhaps is justified partly by the greater relative importance of the northern continent in general development and partly by the somewhat greater range of contrasts in North America than in South America. It nevertheless is true

that after reading the discussion of South America there is a feeling of incomplete treatment of some of the larger and more important aspects, such as the significance and development of the Argentine *pampa* and of the southern part of the Brazilian highland.

The general plan of treatment is to devote some preliminary pages to the larger aspects of the continent, such as the events leading up to the discovery, the major physical features, and the larger elements of climate. Following this general discussion, the detailed treatment is taken up by natural regions, as they are designated, although these differ in a good many ways from natural regions as outlined by other authors. Thus, in the United States, the Southern Appalachian region is made to include the coastal plain of the adjacent states; Florida is referred to as being a part of the Central Plain, and so on.

Under each one of these natural areas the larger factors are discussed, particularly with reference to physiography, important climatic conditions where there are such, routes of communication as affected by natural factors, and the development of prominent industries and cities. Rather more space is given to the discussion of city development than is characteristic of most books written on this side of the Atlantic.

There is, perhaps, rather more of geological and purely physiographic aspects to the text than is altogether consistent with a geography of two continents—such as, for instance, an explanation of the development of river valleys and the processes involved in the building of the major mountains. On the other hand, there is rather less of emphasis on the strictly economic-commercial-social aspects of human affairs than might be wished for. A good many, some seventy or more, black-and-white maps and diagrams and a few half-tone illustrations supplement the text in a very satisfactory way. Some of these at least might very profitably be used with much more advanced discussion than is apparently intended in connection with this book.

Taken all in all, the volume is a decidedly successful attempt to set forth in a simple and brief fashion some of the most important aspects of the two Americas and might perhaps, with considerable profit, be used in high-school courses in this country, especially where there is time for work to supplement the ground covered by the text.

W. S. TOWER

— **Telephone and telegraph statistics of the world, January 1, 1914.** 6 pp. *Amer. Telephone and Telegraph Co. Bull. No. 4.* New York, 1915. [Abstracted in the August, 1917, *Review*, Vol. 4, pp. 148-149.]

WHYMAN, T. **The effect of geographical features on the war at sea.** *Journ. Manchester Geogr. Soc.*, Vol. 31, 1915, Pts. I-IV, pp. 19-22. [An address delivered to the Manchester Geographical Society on November 2, 1915.]

WILSON, RICHARD, edit. **Sons of the blood.** 64 pp.; maps, ills. (Dent's School Pamphlets, Senior, No. 3.) J. M. Dent & Sons, Ltd., London, Paris, and Toronto, [1916]. 5½d. 7 x 5. [Economic geography of the British Empire, told in a simple and interesting way.]

WILSON, RICHARD, edit. **The staff of life.** 48 pp.; ills. (Dent's School Pamphlets, Intermediate, No. 3.) J. M. Dent & Sons, Ltd., London, Paris and Toronto, [1916]. 4½d. 7 x 5. [Geography of wheat in the countries from which Britain draws her supply.]

ZÁRATE, R. DE. **El comercio español en América.** *Rev. de Geogr. Colon. y Mercantil*, Vol. 13, 1916, No. 10, pp. 386-395. Real Soc. Geogr., Madrid.

— **Planisphère des fuseaux horaires dressé d'après les documents fournis par le Bureau des Longitudes.** [Mercator's projection; equatorial scale, 1:72,000,000.] Service Hydrographique de la Marine, Paris, 1917.

— **World, The: An atlas, containing thirty-four coloured maps with a complete index.** W. & A. K. Johnston, Ltd., Edinburgh, [1917?] 12 x 7½. [Old style of maps with political coloring. Relief in insufficient hachuring in black.]

## PHYSICAL GEOGRAPHY

### METEOROLOGY AND CLIMATOLOGY

MCADIE, ALEXANDER. **The principles of aërography.** xii and 318 pp.; maps, diagrs., ills., index. Rand, McNally & Co., Chicago and New York, 1917. \$3.00. 8½ x 6.

This book is essentially a brief compilation of the most recent advances in meteorology. It is presented “. . . in a convenient form even if considerably condensed.” Unfortunately, however, in condensing the author has sacrificed clearness. The arrangement of the chapters makes it difficult to grasp the book as a whole; and the extensive use of direct quotation has further weakened the unity. While such lack of systematic handling



of the material probably will be a serious obstacle to the use of the book as a textbook, still its value as a supplement to American textbooks in meteorology is assured by (1) the emphasis on recent developments, (2) the numerous quotations from important, widely scattered sources, and (3) the commendable, consistent use of metric units of measurement and weight and of the absolute scales of Centigrade temperature and atmospheric pressure.

For students, however, the employment of such terms as 'aërography', 'kilobar', 'hyperbar and infrabar' to the exclusion of the corresponding accepted ones, 'meteorology', 'millibar', and 'centers of action' cannot be other than confusing. As an example of what misunderstandings may arise from scattered arrangement and inadequate explanations, the discussion of the temperatures of the upper air may be cited. On page 18 we read: "The lowest temperature thus far recorded in any country was obtained in an ascension at Batavia, Java, December 4, 1913, when, at a height of 17,000 meters, the beginning of the stratosphere in equatorial regions, the temperature fell to  $181^{\circ}$  A. ( $-91.9^{\circ}$  C.; or  $-133^{\circ}$  F.). In this ascent the balloon reached a height of 26,040 meters, but above 17,000 meters the temperature rose steadily." On page 50: "In general, the existence of the stratosphere is explained as due to radiation, Gold finding that above the isobaric level of 250 kilobars radiation has a heating effect, and below this, a cooling effect. . . . The theory indicates that if convection were absent and the absorption of solar radiation did not increase with height, the normal state would be one in which the gradient of temperature diminished gradually to a very small value." On page 287: " $10^{\circ}$  A. Effective temperature of space. At an elevation of 80 kilometers (50 miles) the temperature ranges from  $5^{\circ}$  to  $10^{\circ}$  A.,"—a temperature lower than that of space! In many other places, too much is left for the reader to assume.

The advanced student will find that the book is lacking in footnotes and bibliography, but that the author offsets this with a wealth of tables computed only with difficulty and of illustrations and diagrams drawn from valuable, inaccessible sources. As a reference accompaniment to a well-ordered course in meteorology the book will probably be of greatest value.

C. F. BROOKS

CLARK, A. L. **Introduction to the study of cloud formations.** Ills. *Queen's Quart.*, Vol. 23, 1916, No. 3, pp. 248-260. Queen's University, Kingston, Ont.

DESLANDRES, H. **Influence des canonnades intenses et prolongées sur la chute de la pluie.** *Comptes Rendus Hebdomadaires des Séances de l'Acad. des Sci.*, Vol. 164, 1917, No. 17, pp. 613-615. Paris.

DOUGLAS, C. K. M. **On some causes of the formation of anticyclonic stratus as observed from aeroplanes.** Diagsr. *Proc. Royal Soc. of Edinburgh*, Vol. 37, 1916-17, Part II, pp. 137-148.

KASSATKIN, I. **Les mouvements verticaux de l'atmosphère.** 169 pp.; diagsr. Reprint from *Bull. Soc. Imp. des Naturalistes de Moscou*, 1914. [In Russian: summary in French.]

KEYES, C. R. **Competency of wind in land depletion.** *Monthly Weather Rev.*, Vol. 45, 1917, No. 2, pp. 57-58. [A paper along the line of the author's studies in the past three years and similar papers under related titles in other journals. He argues for the great relative effect of wind as an agent of erosion.]

KINCER, J. B. **Daytime and night-time precipitation and their economic significance.** Maps, diagsr. *Monthly Weather Rev.*, Vol. 44, 1916, No. 11, pp. 628-633. [Abstracted in the April, 1917, *Review*, Vol. 3, pp. 327-328.]

LULOFS, H. J. **Aristoteles en Seneca over atmosferischen neerslag (Bijdrage over de physische geographie der Ouden).** *Tijdschr. Kon. Nederl. Aardrijks. Genoot.*, Vol. 34, 1917, No. 1, pp. 79-99; No. 2, pp. 239-256.

MCADIE, ALEXANDER. **Aviation and aerography.** Diagsr. *Scientific American Suppl.*, No. 2161, Vol. 83, 1917, June 2, pp. 341-342.

MCADIE, ALEXANDER. **Forecasting the seasons: A subject of great importance in connection with planting and growth of crops.** Diagsr. *Scientific American Suppl.*, No. 2169, Vol. 84, 1917, July 28, pp. 50-51.

MARVIN, C. F. **Elementary notes on least squares, the theory of statistics and correlation, for meteorology and agriculture.** Diagsr., bibliogr. *Monthly Weather Rev.*, Vol. 44, 1916, No. 10, pp. 551-569.

— **Meteorology in war.** *Nature*, No. 2455, Vol. 98, 1916, Nov. 16, pp. 216-217.

REED, W. G. **Weather insurance.** *Monthly Weather Rev.*, Vol. 44, 1916, No. 10, pp. 575-580. [See the related article by the same author in the July, 1916, *Review*, and the note in the April, 1917, *Review*, p. 328.]